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PURCHASING PROBLEMS

A brief, factual roundup of production, supply and price trends.

BY W. G. REAVES
Assistant Purchasing Agent

Uncertainty over prices continues, with little to guide us in taking advantage of likely future increase. Certainly, all indications point to caution for this department, even though we are in poor position to dictate terms. However, we have remarked several times that prices are steadily increasing and these facts are being borne out almost daily.

It is suggested present inventories of fast moving items be checked with the thought in mind of increasing the quantity to insure a saving as well as having the supplies on hand when needed.

Expected Price Increases

A number of items are being listed below, in certain categories, and we feel that a future increase in price will be added to the present cost of these items:

1. BUILDING AND CONSTRUCTION MATERIALS.
 - A. Concrete pipe.
 - B. Corrugated metal pipe.
 - C. Plumbing and heating supplies.
 - D. All forms of steel.
2. HARDWARE AND INDUSTRIAL SUPPLIES.
 - A. Axes, cutters and scyths.
 - B. Electrical supplies.
 - C. Nails and staples.
 - D. Chains, hooks and shuts.
 - E. Fencing supplies.
 - F. Handles.
 - G. All forms of steel hand tools.
 - H. Rubber goods.
3. ROAD, FARM AND INDUSTRIAL MACHINERY AND EQUIPMENT.
 - A. Grader and drag blades.
 - B. Engines and motors.
 - C. Pumps.
 - D. Brooms.
 - E. Compressors.
 - F. Crushers.
 - G. Pneumatic Tools.
 - H. Graders.
 - I. Tractors.
4. MANUFACTURING, OPERATING AND MAINTENANCE SUPPLIES AND

(Continued on page two)

COUNSEL



R. Brooks Peters

Peters Is Chosen For Counsel Post

Raleigh—R. Brooks Peters, 48, former mayor of Tarboro and a practicing attorney since 1931, has been appointed general counsel of the State Highway and Public Works Commission.

Chairman A. H. Graham announced August 22 that Peters would succeed George Patton of Franklin who resigned his legal post to return to private practice. The appointment was formally approved by the Commission at its August 29 meeting.

Peters was special assistant to the U. S. District Attorney for the Eastern District at Wilmington for the last three years. A graduate of Davidson College, he passed the state bar in 1931 and practiced law in his home town of Tarboro until he joined the U. S. District Attorney's staff.

The new general counsel is a veteran of World War I and has been commander of the American Legion Eason Tiney Post No. 19 in Tarboro. He served as mayor of Tarboro from 1937-41.

He is married to the former Miss Mary Wooten of Tarboro and they have two sons, Robert Brooks III, 22, and William W., 17.

IN HOSPITAL

Raleigh—State Highway Engineer W. Vance Baise underwent a minor operation here at Rex Hospital September 10, and was reported to be recuperating nicely.

N. C. STRESSING COUNTY ROADS IN NEW 20-YEAR BUILDING ERA

Commission Sets Proposed Routes For Super Roads

Raleigh—The State Highway and Public Works Commission has reaffirmed its July 1945 recommendation of U. S. 301 as the proposed north-south route for a section of inter-state highway system through North Carolina.

Following a lengthy public hearing here August 29 on the location of three sections of the inter-state system, the commission unanimously approved its former recommendation that U. S. 301 be used entirely rather than the Public Roads Administration recommendation that U. S. 15A be used south from Fayetteville to the South Carolina line.

The commission accepted the PRA recommendation that a western section of the system be routed from Asheville along U. S. 25 to Hendersonville and U. S. 176 to Tryon and the South Carolina line, rather than the commission's former selection of U. S. 74 to Rutherfordton and U. S. 221 to the South Carolina line.

Raleigh Link Rejected

The PRA's suggested location of an inter-state highway from Durham through Raleigh to join U. S. 301 at Smithfield was rejected by the commission as "not necessary." No one appeared at the hearing to speak for or against the Asheville or Durham route selections.

Delegations representing communities and sections interested in U. S. 301 and U. S. 15A filled the Hall of Representatives at the Capital to capacity to discuss the much-

(Continued on page four)

ALLOCATIONS

The special appropriation of \$8,000,000 made by Governor Cherry in August for stabilizing county roads was allocated by highway divisions as follows:

Division	Percent	Allocation
1	8.958	\$716,540.00
2	9.193	735,440.00
3	9.979	798,320.00
4	10.051	804,080.00
5	10.937	874,960.00
6	10.275	822,000.00
7	10.867	869,360.00
8	9.877	790,160.00
9	10.502	840,160.00
10	9.361	748,880.00

Graham Describes Huge Building Program to County Commissioners of State; 30,000 Miles of Farm-to-Market Dirt Roads to be Resurfaced in Next 10 Years.

Wrightsville Beach—North Carolina is beginning a new 20-year era of road building with emphasis on the construction of 30,000 miles of farm-to-market roads in the next 10 years, Chairman A. H. Graham of the State Highway and Public Works Commission said here September 5.

Speaking before the annual convention of the North Carolina Association of County Commissioners, the highway official gave a detailed account of the new postwar construction and stabilization program in the state.

"Twenty years and \$276,000,000 were required to build the present highway system," he said, "and the wear and tear occasioned by the war, without adequate maintenance and upkeep has caused the state to have an enormous repair job to do in this postwar period. It might be said that the war ended the first phase of construction."

He stated that since July 1, 1945, contracts have been let for the construction or improvement of 1,979 miles of roads at a total cost of \$24,786,429. This included 213 miles of federal aid primary roads at a cost of \$10,166,375, and 214 miles of federal aid secondary roads costing \$4,799,260.

747 Miles Retreated

A total of 747 miles of state highways was retreated, costing \$2,548,463, and 116.67 miles of county road were retreated at a cost of \$438,672, Graham continued. The betterment program involved 200 miles of state highways at a cost of

(Continued on page three)

IT'S A BOY!

Raleigh—Mr. and Mrs. John W. Bryan, Jr., are the proud parents of a baby boy—their first child. John W. Bryan III arrived September 10 and mother and son were reported to be doing fine.

Bryan is photographer in the Prison Identification Bureau and official cameraman for the NORTH CAROLINA HIGHWAYS & PUBLIC WORKS.

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PASS THE WORD

Surprising as it may be to most highway employees, many people in North Carolina do not realize that the state highway department is doing everything within its power to resurface or stabilize as many miles of farm-to-market as humanly possible before winter.

Despite repeated statements by Governor Cherry, Chairman Graham and members of the Commission stressing the fact that secondary roads come first in the postwar construction and stabilization program, apparently well-informed sources continue to ask "When are you going to do something about secondary roads?"

This was apparent September 5 when Graham addressed the annual convention of the County Commissioners Association at Wrightsville Beach. Many of these county officials, who represent directly the bulk of the rural population of North Carolina, frankly were surprised when the highway chairman repeated what has been said again and again: secondary road improvement has No. 1 priority on the state highway postwar program.

All of the commissioners expressed their satisfaction when Graham made it clear that the Commission agrees heartily with their desire to hard surface or improve the 48,000 miles of secondary roads sprawled over the 100

counties, and that every effort was being made to take the farmer "out of the mud" as fast as limited manpower and materials would permit.

North Carolina has the highest total mileage of secondary roads under state control of any state in the nation, Graham told the county commissioners, and when the legislature added the 48,000 miles of county roads to the highway system in 1931 "it was thought that this additional mileage would only be maintained on the dirt road basis."

The people now want the entire secondary road system to be all-weather, he said. This will take time. It cannot be accomplished within a year or two, even if the highway department could obtain all of the men and materials it so badly needs.

But it will be accomplished as rapidly as possible. Governor Cherry and the Highway Commission have set as their goal 30,000 miles of all weather secondary roads within the next 10 years.

The 8,000 highway employees can assist greatly in this situation by explaining the secondary road problem to their friends and neighbors. Field personnel can reiterate the facts of what is being done in their own district or division to complete the huge road program. Remember that months of hard work can go relatively unnoticed to the average citizen in North Carolina's vast network of dirt roads.

Factual information will go a long way toward bringing better understanding and cooperation from the rural people of the state, who deserve all-weather roads and who will receive all-weather roads as fast as the highway department can obtain trained personnel, equipment and materials to do the job.

PURCHASING PROBLEMS

(Continued from page one)

- A. Containers.
 - B. Explosives.
- MATERIALS.**

C. Lubricants.

D. Oils.

E. Paint products.

Recent increases have just been announced on a few of the above items, and in all probability more increases will be allowed in the near future.

Some items listed above are stock items and since cost is rising, a good supply of each stock item should be ordered within the near future.

Tires And Tubes

The tire and tube situation is slowly improving, but a noticeable increase is not expected until early 1947. It is reported that shipments of crude rubber to the U. S. from foreign markets are improving. An increase in the price of crude rubber is anticipated which, consequently, will be added to the net cost of tires and tubes.

Wire rope is, at present, in slow delivery and you are urged to check your present stocks and anticipate your need in view of such slow deliveries.

Need More Information

We are still returning a great many requisitions for additional information. One division ordered "twelve female spud nuts and sleeve assemblies." Requisition bore no information as to size, what they would be used on, etc. We had absolutely no way of knowing.

Recently brought to our attention, was a conforming requisition covering, among other items, 26 V-Belts, which were purchased as an emergency, at a total cost of \$144.54. V-Belts of equal quality could have been purchased on CONTRACT for a total cost of \$102.20.

A saving of \$42.34 could have been effected on the purchase of these belts alone. We cannot understand why such a large quantity of belts could have been considered an emergency.

Today's Chuckles

Mrs: "Will you love me when my hair is gray?"

Mr: "Why not? Haven't I stuck by you through brown red, black and blonde?"

* * *

Did This Happen To You

A dansa	A classa
A Data	A Quizza
Perchansa	No Passa
Out Lata	Gee Whizza!

* * *

"Dear Sirs: Please send me my money back. After taking six cans of yore corn syrup, my feet ain't no better than they wuz."

* * *

Father: Johnny, what's this 60 marked on your report card.

Johnny: I think it's the tempera-

ture of the schoolroom.

* * *

"What's puppy love?"

"It's the beginning of a dog's life."

* * *

"McTavish's daughter was married in the poultry yard."

"Why?"

"So the rice wouldn't go to waste."

* * *

Old Maid: "Has the canary had its bath yet?"

Servant: "Yes, ma'am. You can come in now."

* * *

"Does your wife talk a lot?" a man asked a friend.

"Talk a lot?" was the reply. "If I suddenly became deaf and dumb, it would take her a week to discover it!"

* * *

Frank: "Why did you leave your girl's house so early?"

Percy: "We were sitting on the sofa, and she turned out the light. Guess I can take a hint!"

* * *

A woman approached the pearly gates and inquired of Saint Peter: "Do you know if my husband is here. His name is Smith."

"Be more specific. We have lots of Smiths here."

"His first name is Joe."

"Come again, lady. Lotsa those, too."

Well, before he died he said that if I ever looked at another man he'd turn over in his grave."

"Oh," replied Saint Peter, "you mean Pinwheel Smith."

* * *

The Gay Nineties: A gig and a girl.

The roaring Twenties: A fliver and a flapper.

The Nineteen Forties: A plane and a Jane.

Do You Know?

1. Did the railroads carry a heavier or a lighter passenger load during the first than during the second World War?

2. Which of the following terms are associated in some way with bridges: portal, saddle, counter, aqua fortis, suspender, cutwater, leaf?

3. How long has mail-delivery service been furnished in the United States?

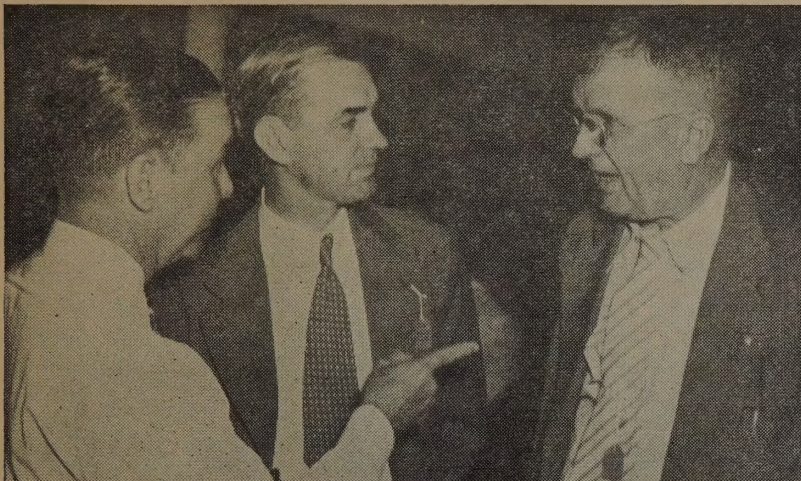
4. What state set the first automobile speed limit? What was the limit?

5. What historical road does U. S. Route 40 follow?

6. What has been described as the greatest single public-works project undertaken by the state of New York since the digging of the Erie Canal?

For Answers, See Page Four

Barbecue For Highway Employees Is Success



Here are some scenes taken by our roving photographer, J. W. Bryan, Jr., of the Prison Identification Bureau at the huge barbecue held August 14 by the Carolina Road Builders Association for the commission and employees. More than 300 people claimed their share of the barbecue, hush-puppies and cole slaw at the Tar Heel Club near Raleigh. In the top photo, that's S. C. Austin, state equipment engineer, pointing his finger at B. F. (Ben) Russell of E. F. Craven Co., with J. M. Potter, highway purchasing agent, an interested observer. As the camera clicked, Austin was saying: "Now, Ben, if you don't deliver that equipment . . ." In the bottom photo, three leading state officials dig into their food. Left to right, they are Attorney General Harry McMullan, Commissioner T. Boddie Ward of the Motor Vehicle Division and Chairman A. H. Graham of the State Highway and Public Works Commission.

COUNTY ROADS

(Continued from page one)

\$1,589,066, and 454 miles of county roads at a cost of \$4,691,942.

He reported that state forces, despite severe shortages of machinery, materials or labor, have stabilized or treated 884 miles of road since January 1.

There has been in the first post-war year more road construction and stabilization and more money spent on roads than in any previous year since the State Highway Commission was established, the chairman said. "We are just now getting under full steam. Men, materials and machinery are not plentiful but the supply is much better than six months ago."

"If conditions continue to improve we will be able to do considerably more during the coming 12 months and from then on we should gradually increase our efficiency and capacity until we have achieved the governor's goal of 30,000 miles of all-weather farm-to-market roads."

He told the commissioners that "impressive as are the facts of the record just quoted, we have not built as many miles of new roads, or improved as many miles

of dirt roads, or retreated as many miles of old roads, as all the people of the state desired, nor as many as we of the commission had hoped to build and stabilize.

Answers Critics

"And I am well aware that it is nothing like the program which some of our critics, who haven't taken the time to find out just what had been done, or would be done, talk so freely about."

Graham asserted that the commission "thought it best to improve existing roads first, rather than curry favor with any individual who might want to make a lot of noise if we couldn't build the roads he wanted, where he wanted it, and as soon as a public trust, and the funds committed to our care should not be wasted on useless roads. Rather, we should build roads at the time and location which will give the greatest service to the greatest number of citizens."

The commission "will not approve the building of roads except as they appear to be in the interest of the common good," he declared. "I do not believe that any of them will be swerved from this policy by requests, threats and untrue statements by any one, not even from the mouth of a state official, who is seeking to curry political favor from that portion of our people

who live on roads that have not yet been materially improved."

Department Doing Its Best

Delegates to the convention were urged by the highway chairman to inform their residents that despite utmost efforts of the highway department all secondary roads could not be stabilized or made all-weather for the coming winter. He pointed out that it was a "physical impossibility for the highway department to complete all-weather maintenance on 40,000 miles of secondary roads in time for winter weather."

North Carolina has a higher percentage of its total mileage on the primary road system, and also the highest total mileage of secondary roads under state control of any state in the nation, Graham noted. "Thus the magnitude of the job here in North Carolina is many times larger, so far as the state is concerned, than any other state in the union."

Discussing current traffic problems, Graham spoke in favor of limiting the speed of loaded trucks on state highways as a means of reducing wear and tear on roads already suffering from war-time neglect. "The highways are great avenues of public service, both for the commerce of the state and the pleasure-driving public, but they should not be abused and destroyed by anybody."

Raps Increased Truck Loads

He cited statistics to show how increased truck loads at higher speeds "mean higher impact force on the highways with a tendency toward greater damage." Gross weights are up 40 percent since 1937.

The commissioners heard Graham explain the 1944 federal act which appropriated large amounts of funds for secondary roads and urban construction. He stressed the fact that urban funds "must be expended in cities and towns with a population of 5,000 or more and must be confined to streets and highways which are on the regular (primary) federal aid system."

"The highways are the avenues of travel between the farm and the factory, the home,



This attractive young lady with the winsome smile is Miss Frances Poland, a stenographer in the office of R. G. Browning, state locating engineer.

Division Roundup

Division Six

Eli Oscar Russell, 65, gang foreman of District three died August 2 of a heart attack. He came from Montgomery county to Randolph county at an early age, and began work for the State Highway and Public Works Commission September 1921 as maintenance supervisor for Randolph, Alamance, Montgomery and parts of Guilford, Rowan and Davidson counties. Due to failing health, he retired in 1938 from road work and was made superintendent of prison camp 608 in Randolph county. In 1941 he was

A total of 123 men went into service from Division Six from the beginning of the drafting of men made gang foreman and remained at this work until his death.

into the armed forces. Approximately 65 percent have returned to their old jobs or to some other highway work.

Mrs. Carolyn Graves, secretary to Division Engineer L. E. Whitfield for the past eight years has resigned to be with her husband who has returned from three years Army service. Miss Sara Helen Covington of Asheboro has replaced her as secretary.

Five small bridges were washed out in Randolph county August 22 during heavy rains in Guilford, Randolph and Chatham.

W. H. Renegar, a World War II veteran, replaced D. M. Sellers on June 17 as superintendent of prison camp 608 in Randolph county. Renegar served in the army from January, 1943, to March 6, 1949, as mess sergeant in the Pacific area. —E. C. Darden, Reporter.

KILLED

Ahoskie—Clifton C. Belk, 24, a prisoner from the Northampton county prison camp serving 30 years for second degree murder, was shot and killed while attempting to escape from a road gang near here September 9, Director of Prisons Clyde O. Robinson has announced.

Guards said that Belk, who had a record of attempted escapes in 1942, 1945 and last June, broke and ran when the gang stopped work at noon for lunch.

the church, and the school," he said. "There will be a greatly increased use of the highways during the postwar period of all types of motor vehicles.

Emphasizing the importance of the state highway system, Graham said "the happiness and progress of our people is advanced when there can be communications and transportation, both from the farm to the factory and from the factory to the farm. Before us lies a challenge to develop in North Carolina the outstanding network of roads which will bring about the greatest good to the greatest number of people."

Captures Exceed Escapes During Month of August

Captures exceeded escapes during the month of August for the first such monthly record of 1946, Director of Prisons Clyde O. Robinson has announced. A total of 35 prisoners escapes and 40 were captured.

There was a marked improvement in the number of prisoners fleeing as compared to July when 61 escaped and only 23 were captured.

During August escapes and captures by divisions were as follows, listed in that order: Division One, 0, 3; Division Two, 3, 4; Division Three, 5, 4; Division Four, 3, 1; Division Five, 3, 3; Division Six, 4, 5; Division Seven, 5, 2; Division Eight, 8, 11; Division Nine, 2, 4; Division Ten, 2, 3.

Camp Ratings

Camp ratings for August 16-31 were:

Three Stars (No Escapes)

Central Prison, and Woman's Prison, Raleigh, and all others with the exception of the following.

Two Stars (One Escape)

Sampson 308, Watauga 808, Rockingham 509, Randolph 608, Rowan 707, Cleveland 904.

One Star (Two Escapes)

Wayne 405, Cumberland 304, Columbus 303.

Non-Star

(More Than Two Escapes)
Onslow 208, Alleghany 801.

COMMISSION

(Continued from page one)
debated route south from Fayetteville.

Rep. J. Bayard Clark of the seventh congressional district key-noted U. S. 301 delegations speakers. He said that selection of the route was a matter for the highway commission to decide, and denounced the PRA announcement of its selection of U. S. 15A as "premature and unwarranted."

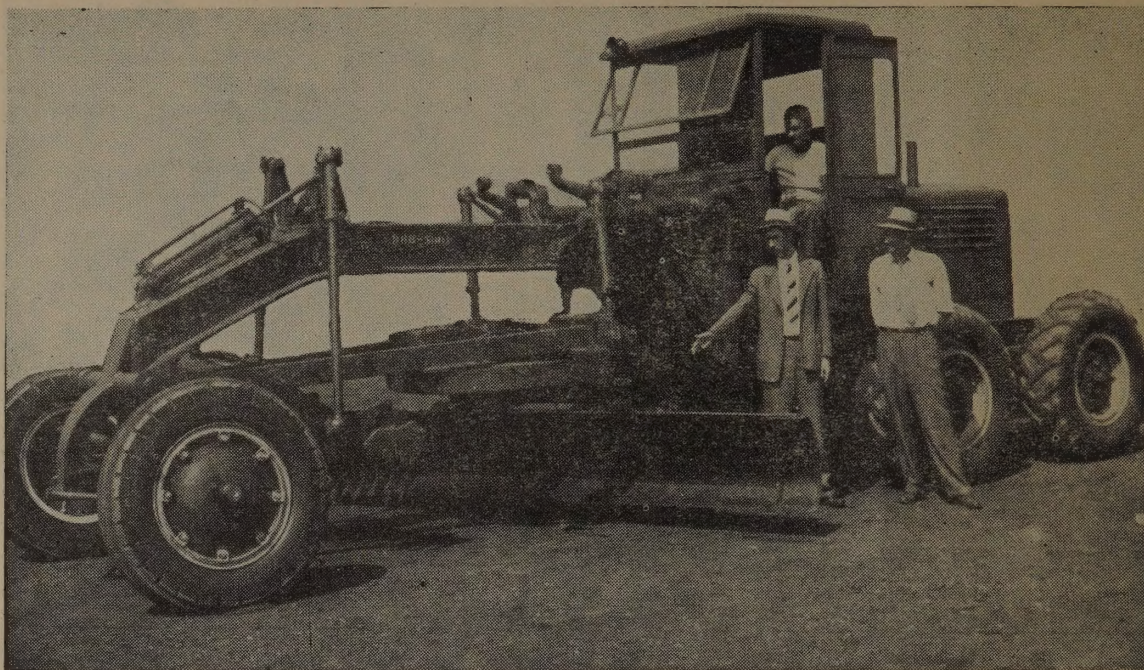
Delegation Leaders

Dickson McLean, Lumberton attorney, headed the U. S. 301 delegation and State Senator Edward Pate of Laurinburg led the delegation from Hoke and Scotland counties for U. S. 15A.

Speaking for U. S. 15A, James Mason of Laurinburg cited the growth of industry and agriculture in Hoke and Scotland counties and said "this proposed highway will serve far greater area than if located along U. S. 301." He said the military value of 15A was greater than 301 and pointed out that it would save 20 miles between Fort Bragg at Fayetteville and Fort Jackson at Columbia, S. C.

President David H. Fuller of the Lumberton chamber of commerce told the commission that U. S. 301 "serves all the seven tobacco markets in the cured belt," and

One of First New Motor Graders To Arrive



E. O. Pearce, secretary of the North Carolina Highway and Industrial Equipment Co., Raleigh, points out a new feature on the 12-foot blade of a new high-lift Rome motor grader to Superintendent Hal Tharrington of the highway equipment depot (standing) and Yard Foreman C. H. Mooneyham (in cab).

The diesel-powered, tandem-drive machine, the first of five graders delivered by the Raleigh concern, is an example of a type of equipment badly needed by the highway forces. State Highway Engineer W. Vance Baise has repeatedly stated that motor graders, loading equipment and hauling equipment constitute the most critical equipment shortage in the highway department. (Photo by J. W. Bryan, Jr., Prison Identification Bureau).

that these markets sold 100,000,000 pounds of weed in 1945.

Judge L. R. Varner of Lumberton described U. S. 301 as superior to U. S. 15A for military, trucking or tourist purposes and declared the easterly route served a greater population.

Harry Greene, newly-elected Hoke county representative, spoke for U. S. 15A, citing the great amount of perishable crops that needed express highways for quick transport to northern markets.

Others speaking for U. S. 301 were Wade Gardner of Wilson, and Jack Wright of Florence, S. C., who headed a South Carolina delegation at the hearing.

Chairman A. H. Graham announced following the morning session of the regular monthly meeting that Governor Cherry had allocated \$200,000 from the state highway surplus for construction of 20 miles of paved road from Avon via Buxton to Hatteras on the outer banks of North Carolina.

This wind-swept strip of land, separated from the mainland by the Pamlico Sound, has never had a paved road, Graham said, and the only semblance of a road for the 2,000 inhabitants has been a twisting trail through the sand dunes, impassable to most vehicles.

Construction of a road will permit consolidation of three local schools and will give the outer bank natives better opportunity to receive medical facilities as well as transportation for tourists to the banks, the chairman reported.

The commission approved the awarding of contracts to low bidders in three state betterment project let July 30 and 10 projects let August 15. Approved was road work in Chowan, Pasquotank, Lenoir-Greene, Pitt, Wake (two), Forsyth (two), Gaston, Buncombe, Henderson and Mecklenburg.

A bid for construction of a bridge over Bear Creek in Lenoir County was rejected

as being too high. A bid involving retreatment work in Guilford, Rockingham, Alamance, Orange, Person and Granville counties was held in abeyance because the low bidder, J. M. Gregory of Raleigh, had been unable to find sufficient crushed stone for the work.

No action was taken by the commission on 15 federal-aid projects let August 15, as the PRA had not indicated its approval of the work.

Graham announced the previous allocation by Governor Cherry of \$10,000,000 from the state highway surplus fund for stabilizing county roads and said \$8,000,000 would be divided among the ten divisions on the basis of population, area motor vehicle registration and county road mileage.

The additional \$2,000,000 will be spent for equipment to complete the stabilization program, he added.

The commission approved a report from Chief Highway Engineer W. Vance Baise which recommended the addition of 70.2 miles to the county road system. A total of 160.46 miles had been requested by the counties.

R. Brooks Peters, former mayor of Tarboro and a special assistant to the U. S. District Attorney at Wilmington since 1943, was formally appointed general counsel for the State Highway and Public Works Commission to succeed George Patton of Franklin, who resigned to return to private practice.

A resolution from the town of Wilson requesting that change of a county road connection from Roundtree road to Deans street was approved. The commission rejected a proposal from the city of Charlotte which asked that the highway department construct several blocks of street in the rerouting of Morris Field road.

Surveys for new roads in Henderson, Transylvania, Haywood and Buncombe counties were approved.

ANSWERS TO DO YOU KNOW

1. We think that trains have been crowded in recent years; but in 1918 Class 1 railroads of the United States carried 1,084,997,896 persons, as compared with 913,328,374 in 1944. However, passenger-mileage of travel was more than twice as great in 1944 as it was in the year 1918.

2. Aqua fortis is the only term in the list that is not associated with bridges. Aqua fortis is commercial nitric acid.

3. It has been nearly 50 years since the first experimental service was established in West Virginia in October, 1896. By the end of the first year, 82 routes were in operation.

4. Massachusetts, in 1902. The limit was 15 m.p.h.

5. The Cumberland Road, also called the Old National Road.

6. Construction, planned to begin this year, of a 486-mile system of "thruways," eventually spanning the state of the New York city metropolitan district to Buffalo and Lake Erie.

The Philippines were ceded to the United States by Spain in 1899.